

CLAIMS

The invention claimed is:

Claim 1,

A building being configured as an improved residential housing structure and garage combination of constructive embodiments having a contiguously coupled, functionally collaborating alignment of comprised portions of said embodiments which are so combined to enable a productive radial parking scheme to produce the resultant diminishment of the frontal visual appearance of the garage on the overall residence as a percentage of visual impact while being comprised of:

- (a) A single enclosure garage as an embodiment having a constructed radially configured flare shaped expanded portion of garage that substantially expands by constructive intrusion into the central portion of the housing structure whereas there is developed a substantially flare shaped configured area of garage to enable the parking on one vehicle mostly longitudinally and a second vehicle to be parked in a radially divergent diagonal alignment to the first vehicle and to the garage door whereby a predetermined radial vehicle parking alignment is achieved before and after sequential entry of the vehicles by predetermined paths.
- (b) A residential house structure as an embodiment being comprised of a central portion of that structure having at least a substantially deposing or deleting flared intrusion from the contiguous garage where it is physically and constructively connected, whereas said embodiment may be further comprised of a front housing structure portion which is constructively expanded forward from a point where the structure is connected at the garage door side and along the driveway in front of the door in a substantially flare like intrusion into a driveway area that would be in front of a portion of the garage door whereas this expansion would be

substantially commensurate with the other embodiments for combined alignment.

- (c) A driveway portion that lies before the garage door and alongside the contiguous, comprised front structure and being defined as an embodiment wherein said front structure is constructively allowed to intrude collaboratively into the driveway portion being thus deposed of functional necessity now due to radial alignment of the diagonal path of the radially parking vehicle, whereas that deleted, deposed, portion or section of triangular shaped driveway being no longer necessary for radial vehicle transit whereby, the remaining required portion of driveway is now enabled to be substantially shaped and located as a narrowed centrally offset section that flares out wider as it approaches the garage door,

wherein these radially flaring collaborative embodiments are constructed in substantially continuous radial driveway alignment along the junctures whereas a radial narrowing driveway convergence thereby occurs along the intersection with the longitudinal axis side radial of the garage and of the driveway whereby from that point the vehicles are enabled to follow a divergent path from this origination point which institutes the radially divergent paths to transition through the door opening to the correct predetermined sequential alignment and separation in the configured garage embodiment following arrival completion.

Claim 2,

The building of claim 1, wherein the garage may be further comprised of a change by the means of pivoting the garage door off of the perpendicular of the longitudinal axis of the garage to enable a higher diagonal entry of the most radially parked vehicle.

Claim 3

The building of claim 1 wherein the longitudinal axis of the garage may be further comprised by being physically turned by comprised constructive means to a predetermined radial angle away from the longitudinal axis of the house structure whereby enabling the residential total structure to present a more diminished garage door from the frontal area by percentage at least.

Claim 4,

The building of claim 1 wherein by comprised means the width of the garage door opening may be constructively reduced in the event the predetermined paths of the garage vehicles are more substantially converged or narrowed wherein said vehicles will transit through said opening while maintaining required perpendicular clearance as is necessary whereby the resultant unused space between the vehicles when parked may be utilized to establish a further comprised inclusion of a bifurcating portion of house structure in the garage, between the vehicles with or without a further comprised support post addition within that space.

Claim 5,

The building of claim 1, wherein by comprised means the rear walls of the garage being the back limit for each vehicle to pull up to on garage entry; said walls may be individually and constructively placed in a somewhat perpendicular aligned relationship to the individual vehicle parking space whereas there has been predetermined that the most longitudinal vehicle will most often require a sufficiently constructed parking space of greater depth whereby clearance from the radially parked vehicle by adequate separation at a point nearest to the garage door is enhanced.

Claim 6,

The building of claim 1, wherein the constructive expansions that become constructive intrusions of the garage into the central house structure may be of a notched, stepped or irregular wall portion arrangement, whereas these expansions include a mostly greater area of expansion for clearance that is greater or at least equal to that expanded clearance of the radial flare expansion, whereas the expansion of the housing front structure may be further comprised of notched, stepped, or irregular intrusions into the driveway area whereby these expansions include a less expansive and less intrusive involvement of the driveway area than that of the flared expansion for which each is substantially aligned for vehicle transit clearance.

Claim 7,

The building of claim 1, wherein the housing front structure expansion may be further comprised with the constructive location and placement therein of a stairway or a stairway landing from which an ascending stairway proceeds rearward out of the front structure to ascend up to an upper floor landing in front of or over a part of that portion of garage door that is hidden from street view whereas said stairway may proceed upward in a longitudinal or a diagonal direction to an upper floor in front or over the garage door whereby predetermined measurements recognize and cause the lateral and vertical clearance requirements of the combinations thereof to enable a diagonally transiting entry vehicle to pass both beside and then respectively beneath the comprising stairway position.

Claim 8,

A building being configured as an improved residential housing structure and garage combination of constructive embodiments having a contiguously coupled,

functionally collaborating alignment of comprised portions of said embodiments which are so combined to enable a productive radial parking scheme to produce the resultant diminishment of the frontal visual appearance of the garage on the overall residence as a percentage of visual impact while being comprised of:

- (a) A single enclosure garage as an embodiment having a constructed radially configured flare shaped expanded portion of garage that substantially expands by constructive intrusion into the central portion of the housing structure whereas there is developed a substantially flare shaped configured area of garage to enable the parking on one vehicle mostly longitudinally and a second vehicle to be parked in a radially divergent diagonal alignment to the first vehicle and to the garage door whereby a predetermined radial vehicle parking alignment is achieved before and after sequential entry of the vehicles by predetermined paths.
- (b) A residential house structure as an embodiment being comprised of a central portion of that structure having at least a substantially deposing or deleting flared intrusion from the contiguous garage where it is physically and constructively connected, whereas said embodiment may be further, comprised of a front housing structure portion which is constructively expanded forward from a point where the structure is connected at the garage door side and along the driveway in front of the door in a substantially flare like intrusion into a driveway area that would be in front of a portion of the garage door whereas this expansion would be substantially commensurate with the other embodiments for combined alignment.
- (c) A driveway portion that lies before the garage door and alongside the contiguous, comprised front structure and being defined as an embodiment wherein said front structure is constructively allowed to intrude collaboratively into the driveway portion being thus deposed of functional necessity now due to radial alignment of the diagonal path of the radially parking vehicle, whereas that deleted, deposed, portion or section of triangular shaped driveway being no longer necessary for radial

vehicle transit whereby, the remaining required portion of driveway is now enabled to be substantially shaped and located as a narrowed centrally offset section that flares out wider as it approaches the garage door,

whereas the diagonal flared constructive wall expansions being therefore incursions into another embodiment as in the case of the housing central structure being indented by the garage expansion portions and also in the further comprising imposition into the driveway by the housing front structure with remaining sufficiency for driveway clearance compatibility to the garage walls and door for parking in that enclosed embodiment whereas the constructive collaboration causes the deletion or deposing of a triangular functioning area of driveway before the garage door enabling the housing front structure to occupy by constructive comprising means that site position whereby enabling it to hide a portion of the garage door from direct street view for desirable visual diminishment of the garage on overall residential housing appearance and zoning formulas of percentages of garage to overall housing frontage as a benefit of the enabled radial parking scheme.

Claim 9,

The building of claim 8 wherein the garage may be further comprised of a change by the means of pivoting the garage door off of the perpendicular of the longitudinal axis of the garage to enable a higher diagonal entry of the most radially parked vehicle.

Claim 10

The building of claim 8 wherein by comprised means the width of the garage door opening may be constructively reduced in the event the predetermined paths of the garage vehicles are more substantially converged or narrowed wherein said vehicles will transit through said opening while maintaining

required perpendicular clearance as is necessary whereby the resultant unused space between the vehicles when parked may be utilized to establish a further comprised inclusion of a bifurcating portion of house structure in the garage, between the vehicles with or without a further comprised support post addition within that space.

Claim 11

The building of claim 8 wherein by comprised means the rear walls of the garage being the back limit for each vehicle to pull up to on garage entry; said walls may be individually and constructively placed in a somewhat perpendicular aligned relationship to the individual vehicle parking space whereas there has been predetermined that the most longitudinal vehicle will most often require a sufficiently constructed parking space of greater depth whereby clearance from the radially parked vehicle by adequate separation at a point nearest to the garage door is enhanced.

Claim 12

The building of claim 8 wherein the constructive expansions that become constructive intrusions of the garage into the central house structure may be of a notched, stepped or irregular wall portion arrangement, whereas these expansions include a mostly greater area of expansion for clearance that is greater or at least equal to that expanded clearance of the radial flare expansion, whereas the expansion of the housing front structure may be further comprised of notched, stepped, or irregular intrusions into the driveway area whereby these expansions include a less expansive and less intrusive involvement of the driveway area than that of the flared expansion for which each is substantially aligned for vehicle transit clearance.

Claim 13

The building of claim 8 wherein the housing front structure expansion may be further comprised with the constructive location and placement therein of a stairway or a stairway landing from which an ascending stairway proceeds rearward out of the front structure to ascend up to an upper floor landing in front of or over a part of that portion of garage door that is hidden from street view whereas said stairway may proceed upward in a longitudinal or a diagonal direction to an upper floor in front or over the garage door whereby predetermined measurements recognize and cause the lateral and vertical clearance requirements of the combinations thereof to enable a diagonally transiting entry vehicle to pass both beside and then respectively beneath the comprising stairway position.

Claim 14,

A building being configured as an improved residential housing structure and garage combination of constructive embodiments having a contiguously coupled, functionally collaborating alignment of comprised portions of said embodiments which are so combined to enable a productive radial parking scheme to produce the resultant diminishment of the frontal visual appearance of the garage on the overall residence as a percentage of visual impact while being comprised of:

(a) A single enclosure garage as an embodiment having a constructed radially configured flare shaped expanded portion of garage that substantially expands by constructive intrusion into the central portion of the housing structure whereas there is developed a substantially flare shaped configured area of garage to enable the parking on one vehicle mostly longitudinally and a second vehicle to be parked in a radially divergent diagonal alignment to the first vehicle and to the garage door whereby a predetermined radial vehicle

parking alignment is achieved before and after sequential entry of the vehicles by predetermined paths.

(b) A residential house structure as an embodiment being comprised of a central portion of that structure having at least a substantially deposing or deleting flared intrusion from the contiguous garage where it is physically and constructively connected, whereas said embodiment may be further comprised of a front housing structure portion which is constructively expanded forward from a point where the structure is connected at the garage door side and along the driveway in front of the door in a substantially flare like intrusion into a driveway area that would be in front of a portion of the garage door whereas this expansion would be substantially commensurate with the other embodiments for combined alignment.

(c) A driveway portion that lies before the garage door and alongside the contiguous, comprised front structure and being defined as an embodiment wherein said front structure is constructively allowed to intrude collaboratively into the driveway portion being thus deposed of functional necessity now due to radial alignment of the diagonal path of the radially parking vehicle, whereas that deleted, deposed, portion or section of triangular shaped driveway being no longer necessary for radial vehicle transit whereby, the remaining required portion of driveway is now enabled to be substantially shaped and located as a narrowed centrally offset section that flares out wider as it approaches the garage door,

whereas these embodiments being substantially modified establish a functional angular, collaboration by their constructed configured alignments in order to enable a selection of the predetermined sited location of a generally converged radius point for the bifurcating divergence of vehicle paths passing through the imposed centrally offsetting narrowed driveway wherein said radius point would operate to enable radial parked vehicles to be properly positioned in an aligned and radial flare configured garage following their entry through a garage door that may be partially hidden by the further

comprised constructively developed front structure as it is substantially expanded across and in front of the garage door portion along the driveway with predetermined lateral clearance across into the driveway for all vehicles and additionally with predetermined diagonal clearance for the diagonal vehicle passing said front structure.

Claim 15

The building of claim 14 wherein the garage may be further comprised of a change by the means of pivoting the garage door off of the perpendicular of the longitudinal axis of the garage to enable a higher diagonal entry of the most radially parked vehicle.

Claim 16

The building of claim 14 wherein the longitudinal axis of the garage may be further comprised by being physically turned by comprised constructive means to a predetermined radial angle away from the longitudinal axis of the house structure whereby enabling the residential total structure to present a more diminished garage door from the frontal area by percentage at least.

Claim 17

The building of claim 14 wherein by comprised means the width of the garage door opening may be constructively reduced in the event the predetermined paths of the garage vehicles are more substantially converged or narrowed wherein said vehicles will transit through said opening while maintaining required perpendicular clearance as is necessary whereby the resultant unused space between the vehicles when parked may be utilized to establish a further comprised inclusion of a bifurcating portion of house structure in the

garage, between the vehicles with or without a further comprised support post addition within that space.

Claim 18

The building of claim 14 wherein by comprised means the rear walls of the garage being the back limit for each vehicle to pull up to on garage entry; said walls may be individually and constructively placed in a somewhat perpendicular aligned relationship to the individual vehicle parking space whereas there has been predetermined that the most longitudinal vehicle will most often require a sufficiently constructed parking space of greater depth whereby clearance from the radially parked vehicle by adequate separation at a point nearest to the garage door is enhanced.

Claim 19

The building of claim 14 wherein the constructive expansions that become constructive intrusions of the garage into the central house structure may be of a notched, stepped or irregular wall portion arrangement, whereas these expansions include a mostly greater area of expansion for clearance that is greater or at least equal to that expanded clearance of the radial flare expansion, whereas the expansion of the housing front structure may be further comprised of notched, stepped, or irregular intrusions into the driveway area whereby these expansions include a less expansive and less intrusive involvement of the driveway area than that of the flared expansion for which each is substantially aligned for vehicle transit clearance.

Claim 20

The building of claim 14 wherein the housing front structure expansion may be further comprised with the constructive location and placement therein of a

stairway or a stairway landing from which an ascending stairway proceeds rearward out of the front structure to ascend up to an upper floor landing in front of or over a part of that portion of garage door that is hidden from street view whereas said stairway may proceed upward in a longitudinal or a diagonal direction to an upper floor in front or over the garage door whereby predetermined measurements recognize and cause the lateral and vertical clearance requirements of the combinations thereof to enable a diagonally transiting entry vehicle to pass both beside and then respectively beneath the comprising stairway position.